

In-Use Off-Road Diesel Vehicle Rule at a Glance

Who would the rule apply to?

The rule would apply to anyone who owns or operates diesel-powered off-road vehicles in California with engines at or greater than 25 horsepower (hp).

Why is the rule being developed?

To reduce the serious health risk posed to the people of California by particulate matter and oxides of nitrogen emissions from diesel-powered off-road vehicles.

What would the rule require?

All fleets would be required to meet fleet average emission rate targets for particulate matter (PM). Large and medium fleets would also be required to meet fleet average emission rate targets for oxides of nitrogen (NOx). The targets decline over time, requiring fleets to reduce their emissions as time goes on. In order to meet the fleet averages, fleets have the option to retrofit their vehicles with verified emission control devices, repower them with cleaner engines, or replace them with cleaner vehicles (new or used).

The rule never requires a fleet to turn over more than 10% of its horsepower in a year, nor to apply exhaust retrofits to more than 20% of its horsepower.

If a fleet is unable to meet the PM target (for example, because retrofits were not available for enough of its vehicles), it can instead retrofit 20% of its fleet per year with verified diesel emission control devices. If a fleet is unable to meet the NOx target (for example, because it has a lot of older, dirtier vehicles), it can instead turn over 10% of its fleet per year. To meet the turnover requirements, fleets may repower their dirtiest vehicles with cleaner engines, replace their dirtiest vehicles with cleaner vehicles (either new or used), or use rental vehicles in place of the dirtiest vehicles.

Finally, the rule would require that operators of off-road diesel vehicles shut down their vehicles rather than idle for more than 5 minutes, unless such idling is necessary for proper operation of the vehicle.

When would the rule take effect?

The limit on unnecessary idling and the requirements to report information about affected vehicles would begin in 2008.

The largest fleets (more than 20,000 hp) would have to begin meeting the fleet average targets on March 1, 2009. Medium fleets would need to begin meeting the fleet average on March 1, 2010, and small fleets (less than 1,500 hp) would have until March 1, 2012. The required average emission rate would decline over time until 2020 (or until 2025 for small fleets). Small fleet requirements are generally delayed by 5 years behind those for medium fleets.

Are there special provisions?

The rule has special, less-stringent provisions for low-use vehicles (that operate less than 100 hours/year in California), specialty vehicles, and vehicles used in emergency operations.